

Investigation Activity Report

IYANOUGH - Allision & Grounding

Activity Start Date: Saturday, June 17, 2017
 MISLE Activity Number: 6187583
 MISLE Originating Unit: Sector Southeastern New England
 MISLE Activity Owner: Commandant (CG-INV-3)
 MISLE Activity Controller:
 MISLE Case Number: Not Associated with a Case

I. INCIDENT BRIEF

Incident Brief Under Review

II. INCIDENT SUMMARY

Incident Involved: Marine Casualty, Reportable
 Level of Investigation: Informal
 IMO Classification: Routine
 USCG Classification: Routine
 Was This a Serious Marine Incident? Yes
 Was a Marine Board Convened by Commandant? No

Personal Casualty Summary

Total Missing: 0
 Total Dead: 0
 Total Injured: 7
 At Risk, Not Injured: 0
 Total Not at Risk: 5
 Total at Risk: 57

Vessel(s) Status Summary

Actual Total Loss(es): 0
 Total Constructive Loss, Salvaged: 0
 Total Constructive Loss, Unsalvaged: 0
 Damaged: 1
 Undamaged: 0

Property Damage Summary

Total Damage:
 Vessel(s): \$350000
 Cargo: \$0
 Facility: \$0
 Other: \$100000

May Include Estimates

III. ACTIONS IN REPONSE TO THIS REPORT

Actions on Recommendations:

Safety Recommendation #001: Changes to NVIC 5-01 - High Speed Ferry Operations

Recommend Commandant of the Coast Guard develop a policy letter and amend the Navigational and Vessel Inspection Circular (NVIC) 5-01, dd 23 April, 2001 to address "Industry recommended content for a Vessel Operations Manual." The amendment should include an annual company and Coast Guard verification of the vessel operations manual. Additionally, require the company to resubmit the operations manual for approval by the Coast Guard every five years, in alignment with other five yearly plans such as the vessel security plan. Currently, there are no requirements or guidance to operators to review or resubmit a vessel operations manual, and once written, the manual is good for the life of the vessel. This does not address, nor take into account changes on board the vessel with systems or procedures, nor provide procedures for the Coast Guard to verify the content of the manual is current and applicable. Currently, the Coast Guard OCMI only "examines" the vessel operations manual; if the Coast Guard OCMI "approved" high speed vessel operations manuals, it may correct any deficiencies on submitted manuals. In 2005, a safety recommendation (MISLE ID 5935) to incorporate NVIC 5-01 into regulation was approved by Commandant, with the caveat that "we believe that the initiation of a regulatory project to accomplish this should be delayed until the results of the study being conducted by the United Kingdom's Maritime and Coast Guard Agency (MCA) and the results of any studies undertaken by the Passenger Vessel Association/Coast Guard Partnership Action Team following the MCA report are available for consideration." It is unclear which report by the MCA is being referred to, but it was 12 years ago, so recommend that NVIC 5-01 be incorporated into regulation to include the changes from this recommendation. A recent allision and subsequent grounding of a high speed ferry in Sector Southeastern New England's AOR led to the discovery that the vessel's operations manual had not been updated in ten years and was still referenced on the vessel's Certificate of Inspection. The operations manual was missing suggested content IAW NVIC 5-01, in particular, crew training and refresher training. During causal analysis, a contributory cause of the allision was discovered to be the unfamiliarity of the vessel by the 1st Officer, in that he had not been aboard the vessel in ten months and could not operate vital shipboard systems. Annual verification and five year plan approval could have caught this gap between the NVIC and the operations manual and could have provided guidance for the operator on suggested crew training and refresher training.

Final Agency Action: Concur - Alternate Acceptable Action

Safety Recommendation #002: Safety Management System Implementation

Recommend Commandant require the full implementation of a safety management system (SMS) for ferry vessels subject to 46 Code of Federal Regulations Subchapters H and K, that are appropriate for the characteristics, methods of operation, and nature of service for size and operation of the companies' vessels.

Final Agency Action: Concur - Alternate Acceptable Action

Safety Alerts:NO RECORDED DATA

IV. FINDINGS OF FACT**Subjects of the Investigation****Involved Vessel(s)**

Vessel Name: MV IYANOUGH
VIN: 1185366
Role: Involved in a Marine Casualty

Facility Name: Hyannis Harbor Waterfront
Type: Waterfront Facility

For additional vessel details, [please click here.](#)For additional facility details, [please click here.](#)**Involved Parties**

Party Name: Removed for Privacy
Party Name: Removed for Privacy
Party Name: Removed for Privacy
Party Name: Removed for Privacy
Party Name: Removed for Privacy
Party Name: Removed for Privacy
Party Name: Removed for Privacy
Party Name: Removed for Privacy
Party Name: Removed for Privacy
Party Name: Removed for Privacy
Party Name: Removed for Privacy

For additional party details, [please click here.](#)**Involved Organizations**

Organization Name: MASSACHUSETTS
COMMONWEALTH OF

For additional organization details, [please click here.](#)**Response Resources**

NO RECORDED DATA

For additional response details, [please click here.](#)**Waterway Segment(s)**

Waterway: Nantucket Sound

For additional waterway details, [please click here.](#)

V. REFERRAL FOR ENFORCEMENT ACTION

NO RECORDED DATA